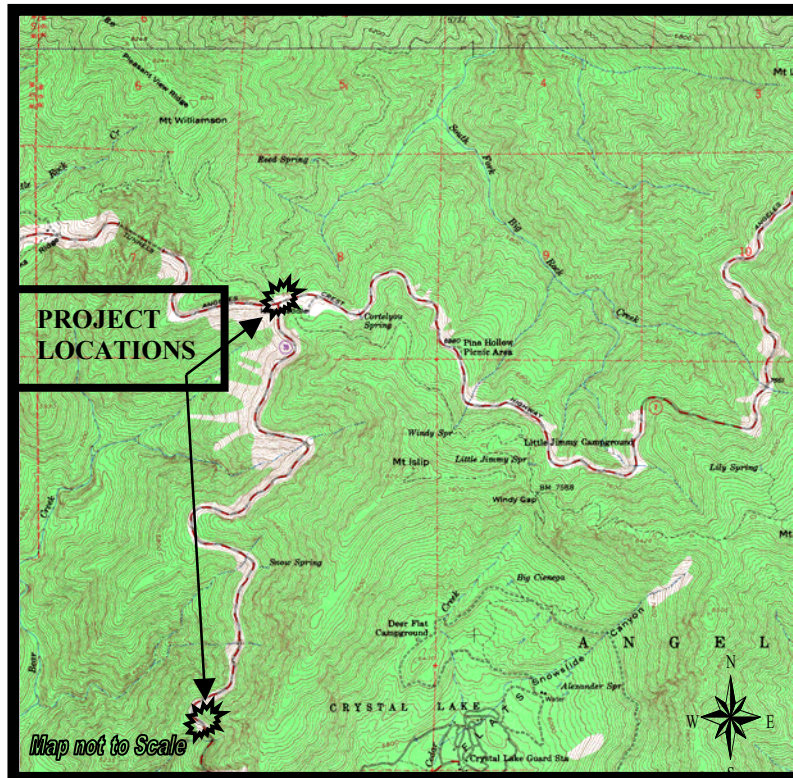


STATE ROUTE 39 (SAN GABRIEL CANYON) ROADWAY REHABILITATION PROJECT



DRAFT ENVIRONMENTAL ASSESSMENT/INITIAL STUDY (EA/IS)

On State Route 39
Begins from 5 miles north of Crystal Lake Campground junction to
State Route 2 (Angeles Crest Highway) & State Route 39 intersection
07-LA- 39-133201



JANUARY 2003



General Information About This Document

What's in this document?

This document is an Environmental Assessment/Initial Study (EA/IS). It examines the potential environmental impacts of alternatives for the proposed project located on State Route 39 at the San Gabriel Mountains in the Angeles National Forest. The document describes why the project is being proposed, alternative methods for constructing the project, the existing environment that could be affected by the project, and potential impacts from each of the alternatives.

What should you do?

- Please read this Environmental Assessment/Initial Study (EA/IS)
- We welcome your comments. If you have any concerns regarding the proposed project, please attend the Public Meeting and/or send your written comments to Caltrans by the deadline. Submit your comments via regular mail to:

Caltrans
Attention: Mr. Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
California Department of Transportation
120 South Spring Street, Rm. 1-8A
Los Angeles, CA 90012

- Please send comments by the deadline _____
- And/or attend the Public Meeting _____

What happens after this?

After comments are received from the public and reviewing agencies, Caltrans may (1) give environmental approval to the proposed project. (2) undertake additional environmental studies, or (3) abandon the project. If the project were given environmental approval and funding appropriated, Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternative formats, please write to Caltrans, Division of Environmental Planning, Attn. Mr. Ronald J. Kosinski (address above).

Voice, or use the California Relay Service TTY number (800) 735-2929

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

07-LA-39 PM 40.00-41.60 and
PM 4300-44.44
07-133201

On State Route 39
The Roadway Rehabilitation project limits includes two main sections
Northern Section begins at the State Route 2/39 intersection and
ends one-mile south of the intersection
Southern Section begins 5 miles north of the Crystal Lake junction
and ends one-mile north on State Route 39

ENVIRONMENTAL ASSESSMENT/INITIAL STUDY (EA/IS)

Submitted Pursuant to: (State) Division 13. Public Resources Code
(Federal) 42 USC 4332(2)(C)

U.S. DEPARTMENT OF AGRICULTURAL
U.S. Forest Service
and
THE STATE OF CALIFORNIA
Department of Transportation

Date of Approval

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
California Department of Transportation
District 7 – Los Angeles

Date of Approval

Jody Cook
Forest Supervisor
U.S. Forest Service
Angeles National Forest

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SCH No.: **120020049**
07-LA-39 PM 40.00-41.60 and
PM 4300-44.44
07-133201

DRAFT NEGATIVE DECLARATION (CEQA)

Pursuant to: Division 13, Public Resources Code

Project Description

California Department of Transportation (the Department) proposes to repair 2 miles (1-mile each section) of the closed highway located on State Route 39, 5 miles north of Crystal Lake Campground junction to the State Route 2 & State Route 39 intersection at an elevation of approximately 6,000. State Route 39 Roadway Rehabilitation project limits includes two main sections; the northern section begins at the State Route 2/39 intersection and ends one mile south of the intersection; and the southern section begins 5 miles north of the Crystal Lake junction and ends one mile north on State Route 39. The project proposes to clear 23 culverts of rock materials, build 4 new retaining walls, install four new gates, widen shoulder at the State Route 2/39 intersection, install new metal-beam guardrails, and repave the roadway on the northern and southern closed sections. The project is situated within the San Gabriel Mountains and extends along the ridgeline of Mount Islip on the northern section of State Route 39 within the Angeles National Forest.

Determination

An Initial Study has been prepared by Caltrans and the Angeles National Forest (ANF). On the basis of this study, it is determined that the proposed project will not have a significant effect upon the environment for the following reasons: (1) the proposed project will not significantly affect topography, seismic exposure, floodplains, wetlands, or water quality; (2) the proposed project will not significantly affect natural vegetation, sensitive, endangered, or threatened plant or animal species, or agriculture; (3) the proposed project will not significantly increase amounts solid waste or increase the consumption of energy and natural resources; (4) the proposed will not uncover hazardous waste; (5) the proposed project will not significantly affect air quality; (6) the proposed project will not significantly affect land use, public facilities, or other socioeconomic features; (7) the proposed project will not require acquisition of significant amounts of property; (8) the proposed project will not significantly affect aesthetics, parklands, open space, or cultural, paleontological, historic, or scenic resources.

Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
California Department of Transportation, District 7

Date of Approval

PROJECT SUMMARY

The California Department of Transportation (the Department, or “Caltrans”) proposes to repair 2 miles (1-mile each section) of the closed highway located on State Route 39, 5 miles north of Crystal Lake Campground junction to the State Route 2 (Angeles Crest Highway) & State Route 39 intersection at an elevation of approximately 6,000. The project proposes to clear 23 culverts of rock materials, build 4 new retaining walls, install four new gates, widen shoulder at the State Route 2/39 intersection, install new metal-beam guardrails, and repave the roadway on the northern and southern closed sections. Maintenance of the drainage inlets will allow partial opening of the road at each end of the closed section with the center section (Snow Spring Slide: area outside this project limits) still remaining closed to the public. The project would provide improved access for search and rescue activities by the Los Angeles Sheriff’s Department, Angeles National Forest personnel, and other emergency personnel.

Two Alternatives are proposed. The build alternative requires building 4 new retaining walls and rehabilitating the highway to Caltrans standards in order to provide a safe access onto State Route 39. The no build alternative would leave the highway in its current condition.

Biological resources within the project area are a concern since the project is located within the Angeles National Forest. Several comprehensive biological studies focusing on sensitive, endangered, and threatened species have taken place and the results indicated that no sensitive biological resources were located within the Area of Potential Effect (APE). Although adjacent areas may contain sensitive biological resources, including a possible wildlife crossing area at Snow Spring Slide (area outside of this project limits). Impacts to the wildlife crossing area may not be significantly impacted since Best Management Practices (BMPs) will be implemented. Also due to the specific movement of bighorn sheep and other larger mammals and their keen ability to cross at Snow Spring Slide Area, impacts to the movement of these species would be minimal; since the Snow Spring Slide Area is outside of the current Roadway Rehabilitation project limits.

Because of the findings of this draft Environmental Assessment/Initial Study (EA/IS), this Department anticipates that a Finding of No Significant Impact (FONSI)/Negative Declaration (ND) will be the appropriate Environmental Document in accordance with the National Environment Policy Act (NEPA) and the California Environment Quality Act (CEQA).

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

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1.0 PURPOSE AND NEED

1.1 Introduction

The California Department of Transportation (the Department, or “Caltrans”) proposes to improve access and safety at the closed section of State Route 39 (San Gabriel Canyon Road. The project is located within the Angeles National Forest under federal jurisdiction of the United States Forest Service. Therefore, a combined effort with the United States Forest Service (USFS) and State of California has been on going to satisfy the requirements under NEPA.

California Department of Transportation (the Department) proposes to repair 2 miles (1-mile each section) of the closed highway located on State Route 39, 5 miles north of Crystal Lake Campground junction to the State Route 2 (Angeles Crest Highway) & State Route 39 intersection at an elevation of approximately 6,000. The project proposes to clear 23 culverts of rock materials, build 4 new retaining walls, install four new gates, widen shoulder at the State Route 2/39 intersection, install new metal-beam guardrails, and repave the roadway on the northern and southern closed sections. The project is situated within the San Gabriel Mountains and extends along the ridgeline of Mount Islip on the northern section of State Route 39 (Figure 2).

1.2 History

State Route 39 was constructed as a two lane highway by USFS, connecting San Gabriel Valley to the Angeles Crest Highway. The state route provides access to the recreational areas at the San Gabriel Mountains, Falling Springs, as well as other areas within the Angeles National Forest (See Figures 1 & 2). It also provides an alternative route from the San Gabriel Valley to Palmdale and Lancaster. This road has remained closed since 1978 from approximately 5 miles north of Crystal Lake junction to the State Route 2/39 intersection. Closure of the road was mainly due to erosion, frequent landslides, and forces of nature. The primary reason for the road closure was due to sections of the highway eroding, especially at the Snow Spring Slide (area outside of this project limit). Erosion is a persistent problem that is triggered by water collecting on the road and thus erodes portions of the highway. A primary reason for the highway eroding is due to water collecting on the roadway because culvert inlets overflow and this water consequently may cause the highway to erode. A secondary cause of the road closure is due to recurring geological activities, such as landslides, severe winter storms, and floods. These problems have kept the road closed to the public; since these conditions are not safe and do not meet Caltrans standards.

State Route 39 Roadway Rehabilitation project limits includes two main sections (see Figure 1); the northern section begins at the State Route 2/39 intersection and ends one mile south; and the southern section begins 5 miles north of the Crystal Lake junction and ends one mile north on State Route 39. The current conditions of the closed section include segments of the highway fractured and fragmented with segments of the road eroded, also several rock slides have occurred that make the highway impassable. These conditions have resulted in frequent road closures and high maintenance costs. In 1978, a major landslide occurred at Snow Springs, when a winter storm caused a massive landslide, which buried the roadway and resulted in a portion of the road sliding into the canyon below. For the safety of the public, this portion of the roadway was closed and has remained closed to the traveling public ever since.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
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The highway is now kept open by the Department maintenance personnel for forest and emergency access. The existing roadway is the most degraded at the drainages, which have reached their holding capacity, causing the road to flood and has triggered sections of the highway to erode. The area has large rock chutes, combined with huge amounts of snow pack runoff, making this location prone to rock slides and other geological activities. Recently in 1990, a service road for maintenance vehicles was opened to provide emergency access to the State Route 2. This required blasting large rocks that had fallen from the cliffs onto the road. All drains were cleaned, berms built to channel runoff, and cracks sealed to protect the roadway from additional damage. This level of maintenance repairs, which began in the Fall of 1990 continued each succeeding year until potential sensitive biological resources were located at Snow Spring in September 1994 at which time maintenance activities were halted. Since 1994 accumulated sediments and large boulders have saturated the drainages, resulting in impeded water flow and sometimes flooding and eroding the roadway. The current conditions within the closed section have degraded to such a level that a safety hazard to the maintenance crew and the public has been created. It has become necessary to clear these drainages due to safety hazards present on the roadway, especially for the public since it is utilized for hiking, biking, and other non-motorized recreational activities. Upgrading the roadway to Caltrans standards and providing a passable roadway will ensure maintenance crews, forest service and emergency personnel a safe access onto State Route 39.

1.3 Purpose of the Project

Caltrans is proposing proposes to repair 2 miles (1-mile each section) of the closed highway located on State Route 39, 5 miles north of Crystal Lake Campground junction to the State Route 2 (Angeles Crest Highway) & State Route 39 intersection at an elevation of approximately 6,000. The project proposes to clear 23 culverts of rock materials, build 4 new retaining walls, install 4 new gates, widen shoulder at the State Route 2/39 intersection, install new metal-beam guardrails, and repave the roadway on the northern and southern closed sections. Maintenance of the drainage inlets will allow partial opening of the road at each end of the closed section with the center section (Snow Spring area) still remaining closed to the public. The project would also enable the current gates of the closed section to be moved inward in order to provide access to the public into additional recreational areas. In addition, it will provide improved access for search and rescue activities by the Los Angeles Sheriff's Department, Angeles National Forest personnel, and other emergency personnel.

The purpose of the project is as follows:

- The proposed project would preserve the integrity of the existing highway and prevent further deterioration of the highway
- Provide a safe access for Caltrans maintenance crews, USFS, Los Angeles County Public Works and other neighboring city personnel that may utilize the highway for entrance into State Route 2.
- Provide improved access for emergency personnel including Los Angeles Sheriff Department and forest service personnel performing search and rescue activities within the Angeles National Forest.

1.4 Need for the Project

State Route 39 over the years has continually had rockslides, floods, and other geological activities that have damaged the highway; these areas need to be repaired in order preserve the existing highway. The existing highway is utilized by county, state, and forest service personnel to connect to State Route 2 for emergency, maintenance, or other activities; therefore, it is required that the State of California provide a safe highway. In order to provide a safe highway certain construction activities must be completed, that will include clearing 23 culverts of rock materials, building 4 new retaining walls, installing two new gates, widening shoulder at the State Route 2/39 intersection, installing new metal-beam guardrails, and repaving the roadway on the northern and southern closed sections. The completion of the Roadway Rehabilitation Project will repair the roadway and will delay further degradation of the highway. By completing this project, the road and specifically the drainage inlets will be restored, repaired, and able to function as they were originally designed. Figure 3 illustrates the existing conditions of the culverts, which have degraded severely over the years, causing the structures to become unsafe and unstable. After this proposed project is completed, Caltrans foresee more vigilant and regular maintenance work activities in order to prevent the long-term accumulation of sediment and rock material within the culvert inlets.

The need for this project are as following:

- The proposed project would greatly improve response time for fire suppression.
- In addition, it will provide improved access for search and rescue activities by the Los Angeles Sheriff's Department, Angeles National Forest personnel, and other emergency personnel.
- Caltrans, USFS, and emergency personnel would use the northern and southern sections to transverse the area for maintenance and emergency purposes. If the current Roadway Rehabilitation project were not completed, continued weathering would undermine the highway, consequently placing Forest Service and maintenance personnel on an unstable roadway.
- Culvert inlets will be cleared, restored, and repaired, thus, restoring the holding capacity and intended purpose of the culverts.
- Clearing accumulated sediment will ensure the unimpeded gravity flow of water away from the roadway and into the drains and further prevent the existing highway from being taken out by torrents of water.

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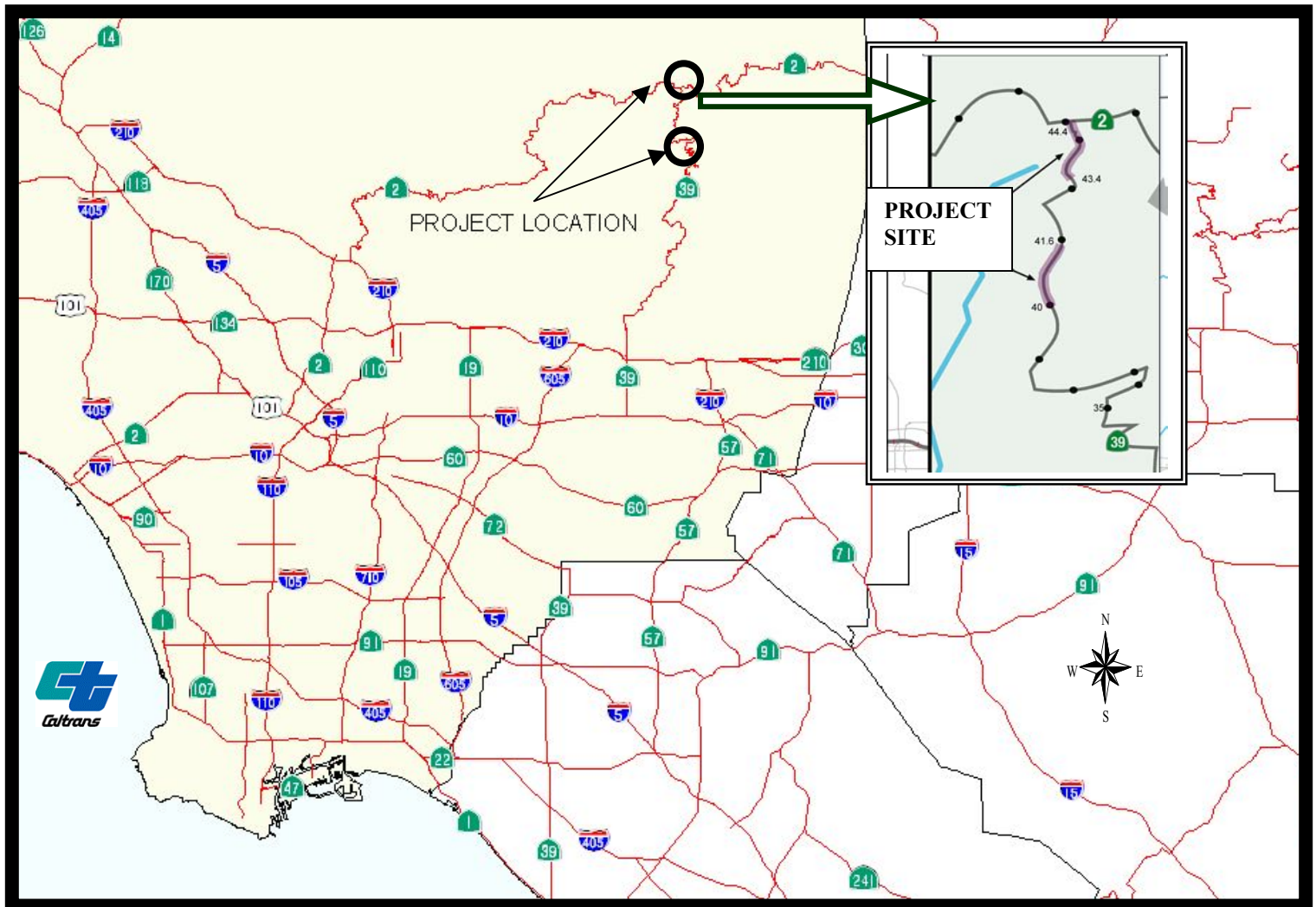
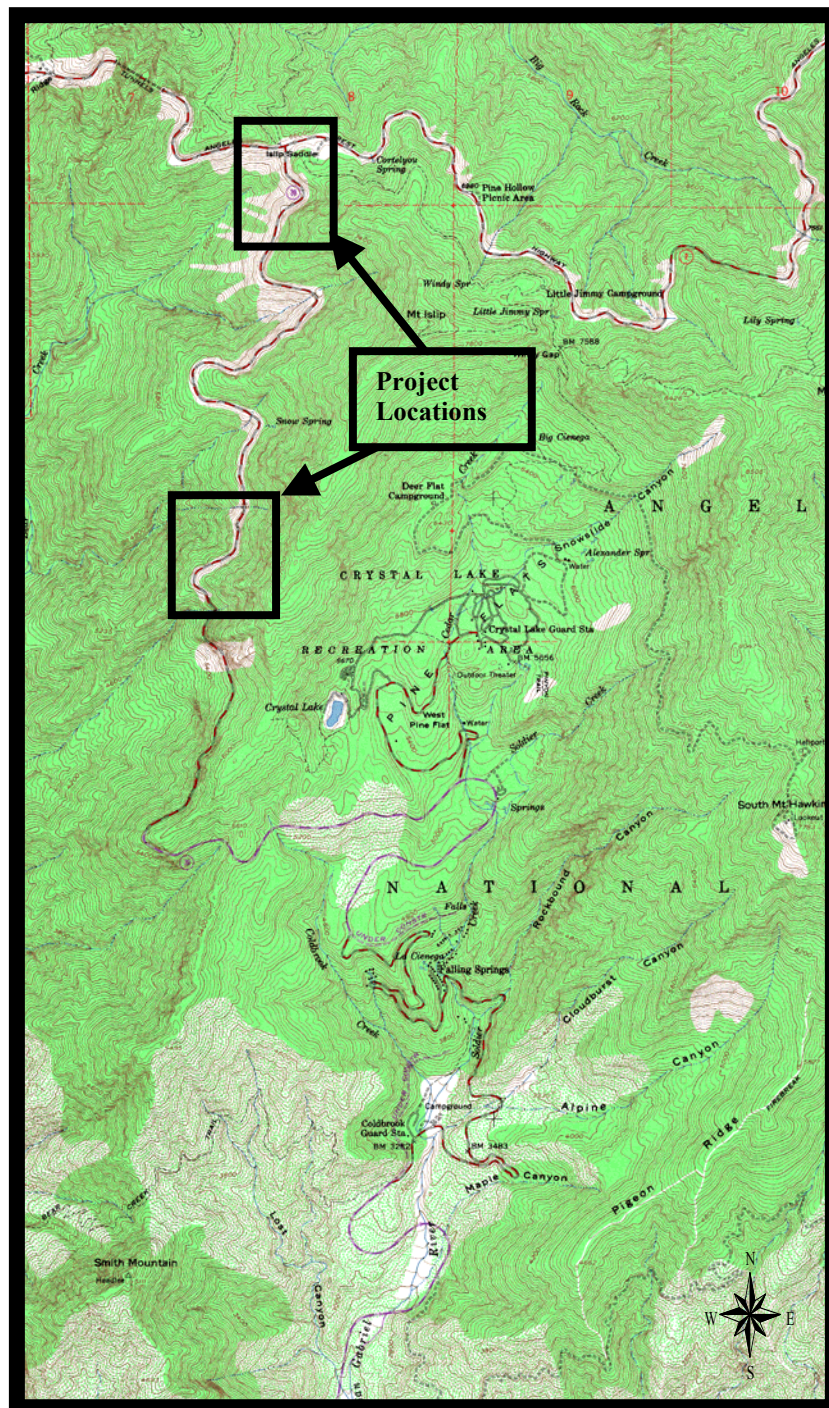


Figure 1: Project Map

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**Figure 2: Crystal Lake 7.5 USGS Quadrangle Map
Township 2 North Range 9 West, Sections 3-10 and 15-18
Township 3 North Range 9 West, Sections 7-10; 15-18; 19-22; and 27-34**

Figure 3. Existing Conditions of Drainages



DRAINAGE 9 PM 40.74



DRAINAGE 12 PM 41.01



DRAINAGE 15 PM 41.43



DRAINAGE 16 PM 41.53

2.0 ALTERNATIVES INCLUDING THE PROPOSED PROJECT

2.1 No Build Alternative

The no-build alternative proposes to maintain the existing conditions of the roadway without any improvements. This alternative is not consistent with the long-term objective of improving the overall operation and safety for highways within the State of California. The existing roadway in its current condition is inconsistent with Caltrans' goal of providing and improving mobility across California. In addition, it will not protect California natural resources and will not provide a safe and efficient work environment for Caltrans maintenance crews, emergency service personnel, and recreational users of the Angeles National Forest.

This alternative was not recommended since it would not:

- Comply with providing a safe and adequate roadway for county, state, and forest service personnel.
- Provide a safe and efficient work environment for Caltrans' employees.
- Provide improved access for emergency personnel performing search and rescue activities.
- Allow for improved access into additional recreational acres for the public.
- Clear accumulated sediment to ensure the unimpeded gravity flow of water from the roadway and prevent further erosion of the roadway.

2.2 Build Alternative

The Roadway Rehabilitation Project preferred alternative proposes to repair and clean culverts located along State Route 39 northern and southern sections from 5 miles north of Crystal Lake campground to the State Route 2/39 intersection. The project proposes to clear 23 culverts of rock materials, build 4 new retaining walls, install 4 new gates, widen shoulder at the State Route 2/39 intersection, install new metal-beam guardrails, and road resurfacing. Once the project is completed, new gates will be installed one mile north and south of Snow Spring Slide area with the lower closure gate at PM 41.60 and the upper closure gate at PM 43.40 (the center section of the roadway at Snow Spring Slide area (PM 41.60 to 43.40) still closed to the public (See Figure 2).

The total amount of material to be excavated at the culverts is estimated at 7,200 cubic yards; all excavated material will be utilized to build the 4 new retaining walls. The proposed project work activities will be limited to the prism of the road and no equipment will be placed within the culverts. No access roads will be needed in order to complete anticipated project activities. The type of equipment that will be used for the proposed project includes a backhoe, dozer, haul truck, dump truck, water tanker, and other equipment. It is desired that project activities will begin fall 2003 and extend approximately for a total of 200 working days.

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The project proposes to repair and rehabilitate two segments of the closed highway as follows:

- AC Overlay over the existing pavement
- Construct 4 retaining walls
- Install 4 new road closure gates
- Clean and repair 23 culvert inlets
- Install metalbeam guard railing at specified locations
- Provide standard roadway geometrics at the State Route 2/39 intersection

Impacted Area (see Appendix H):

Drainage	Approximate PM	Drainage	Approximate PM
1.	39.99	13.	41.11
2.	40.11	14.	41.36
3.	40.26	15.	41.43
4.	40.32	16.	41.53
5.	40.43	17.	43.55
6.	40.52	18.	43.69
7.	40.60	19.	43.75
8.	40.68	20.	43.82
9.	40.74	21.	43.97
10.	40.94	22.	44.09
11.	41.01	23.	44.25
12.	41.01		

New Road Gate Closures Locations

- | | | |
|----|--------------------|-----------------------------|
| 1. | Lower closure gate | PM 41.30 (southern section) |
| 2. | Upper closure gate | PM 43.80 (northern section) |

2.3 Status of Other Projects or Proposals in the Area

The following are Caltrans projects on State Route 39 that are in various stages of planning:

- | | |
|------------|---|
| Project 1: | Project work includes the removal of existing columns and replacement of columns at the North Fork of the San Gabriel River Bridge #53-2244 in order to prevent scouring of the bridge. |
| Project 2: | Project work includes reconstruction of 9 feet in diameter, horseshoe shaped culvert at Brown's Gulch. |
| Project 3: | USFS/Caltrans Memorandum of Understanding (MOU) for Culvert Cleaning. Caltrans would like to establish a comprehensive and inclusive permit of all maintenance activities within State Route 39. |
| Project 4: | The Long-term Highway Re-opening Project currently has 5 alternatives, including realigning the roadway at Snow Spring Slide and installing retaining walls & metal beam guardrails. This re-opening project is estimated at 20+ million dollars, and with the current state budget there is no funding source for this project now or in the foreseeable future. |

3.0 AFFECTED ENVIRONMENT

3.1 Topography

The project study area is comprised of a two lane portion on State Route 39 that extends for approximately 6.2 miles from just north of the Crystal Lake turnoff to the Angeles Crest Highway at Islip Saddle (Figure 2). The road has only minor elevational increases (from 5,400 feet to 6,640 feet) as it progresses to Islip Saddle.

The majority of the area east of the road consists of rugged steep cliffs formed when the road was blasted or graded into the hillside. These cliffs may extend over 100 feet above and have slopes exceeding 100%. The main interruption in this cliff face are a number of drainages that occur along this route, and these form small to large openings in the cliff faces. The slopes are generally covered with a yellow pine forest or canyon live oak woodland. However, the scree chutes drainages are often composed of very loose cobbly to gravel material that has little vegetative cover.

3.2 Geology

The project site is found on the Crystal Lake 7.5 USGS Quadrangle Township 3 North, Range 9 West in Sections 17, 18, 19, 20, and 30. This roadway has had a history of closures due to historic landslides and numerous slipouts. One of the major slides occurred at the Snow Spring Slide (area outside of current project) before 1973, causing major damage to the roadway and covering the entire roadway with rock debris. Slides are evidently caused by excessive amount of perched water on the roadway. Consequently, it may be assumed that excessive rain/snow may cause severe erosion problems of the road and eventual landslides, such as the Snow Spring Slide, which eroded sections of the highway. Since this major landslide and additional smaller scaled landslides and/or slipouts have occurred, the road has remained closed to the public.

The geological features of the highway include construction on the west-facing slope of Mount Islip with an elevation increase from 5,400 to 6,640 feet. The site is underlined by Cretaceous age granitic rock. This rock is intensely to moderate fractured and the bedrock is covered in most places by a thin layer of soil and/or colluvium. The geology of the highway consists of quartz diorite (Mesozoic granitic rocks) at the north and south end of the highway, and a small area of Pleasant View Ridge gabbro to the northwest of the highway, at Islip saddle. Granitic rocks are found at the upper and lower ends of this road segment.

This section of the highway is between two major faults, the San Andreas and the San Gabriel. The project site is approximately 5 miles (8 km) north of the San Gabriel Fault and 7 miles (11 km) south of the San Andreas Fault. The Maximum Credible Earthquake on either side of these faults is expected to produce an acceleration of 0.5g at the site.

3.3 Hydrology

The project site is located within an area that contains several natural springs and streams that run along side the roadway. These waters collect in the drains and flow into the canyons below; at the present time; the water flow has been obstructed, causing further erosion of the highway. Erosion occurs since the natural flow of water has been blocked and cannot flow into the canyons below. Since the drains are clogged the water overflows onto the roadway, causing severe landslides and degradation of the roadway. This problem causes instability and landslides, which flow into debris tracks that have been formed over several years.

The highway crosses a number of debris tracks (See Appendix C). Debris tracks are steep areas at which water or other materials flow. Six major debris tracks converge on the roadway in the area of Snow Spring. The debris tracks are narrow ravines (less than 50 feet (15 meters) wide) that run down the slope and water and other material collect in the debris tracks; such as runoff from rainfall and snowmelt flows. Heavy runoff move large boulders and other rock material down slope and into the canyon. Accumulated sediments from the debris tracks have plugged the culverts and the runoff overtopped and eroded the highway. Over the past years the culvert inlets have not been cleared and have become plugged, causing the road to flood during heavy rains.

3.4 Water Resources

This segment of State Route 39 extends along the ridgeline of Mount Islip, within the drainage area of Bear Creek. The highway is adjacent to the San Gabriel Wilderness area, which includes most of the watershed of Bear Creek, and is 2.3 miles west of the boundary of the Sheep Mountain Wilderness area. Other important geographical features in the region include North Fork of the San Gabriel River and the Coldbrook Creek tributary. Figure 2 illustrates the drainages within the project site.

The road consists of roughly seven ephemeral and perennial drainages that cross State Route 39. Many of these drainages form large chutes, both above and below the existing highway. Two perennial springs are found at Snow Spring Slide area and an unnamed perennial spring is found on the Crystal Lake 7.5 USGS Quadrangle Section 17, which is on the north facing slope. Smaller seeps are also found alongside this route, although some do not contain water during drier years.

Groundwater or subsurface perched water may be encountered during construction but it is highly unlikely. If water from dewatering and/or construction activities is encountered, it should be tested to determine the level of contaminants. If the water is below the surface water standard, it could be discharged into the San Gabriel River using the National Pollutant Discharge Elimination System (NPDES) Permit from the Regional Water Quality Control Board (RWQCB). If the water is contaminated, it will be transported to a Treatment Storage and Disposal Facility (TSDF). Due to the limited space of the area, it will not be possible to have a treatment unit at the project site. However, the project will implement Best Management Practices and a Storm Water Pollution Prevention Plan (SWPPP) to ensure water quality is not impacted by project activities.

3.5 Biological Resources

The proposed project site is generally located at the upper-most edge of the San Gabriel Canyon in the San Gabriel Mountains. The project area is composed mostly of a mixed evergreen forest and montane chaparral vegetation. The area is within oak woodland and Conifer forest. The dominant tree species include canyon oak, big-cone Douglas fir, Jeffrey pine, white fir, and interior live oak. Understory species include chamise, mountain mahogany, manzanita, and several species of *Ceanothus* (Please see Appendix B for a complete list of flora and fauna identified). The area is divided into several plant communities.

Plant Communities

The dominant plant communities present along this stretch of highway, include lower montane coniferous forests (yellow pine forests), canyon live oak woodland, riparian herb and scrub, mixed montane chaparral, and ruderal. Plant communities are divided into associations that have been described sufficiently and repeatedly in several locations.

Lower Montane Coniferous

The characteristics and species composition of the Lower Montane Coniferous is characterized by a number of pine and fir species including Ponderosa pine, sugar pine, white fir, incense cedar, Coulter pine, and big-cone Douglas fir. Canyon live oak is also an important element of this community. The shrub layer is composed of curl-leaf mountain mahogany, Parry's mazanita, coffee berry, rubber rabbit brush, Sierra gooseberry, and California bricklebrush. In higher elevations, snow bush was a common shrub and great basin sage was occasionally found in the openings of the tree cover. The understory contains a number of grass species and golden yarrow, naked-stemmed buckwheat, western wallflower, Martin's paintbrush, short-stemmed buckwheat, Grinnell's penstemon, happy plant, late lupine, and California fuchsia. Common grasses in this were cheat grass, Malpais blue grass, California brome, and squirreltail.

Canyon Live Oak Woodland

Portions of the slopes below the highway are dominated by stands of canyon live oak with only minor amount of pine or big-cone Douglas fir species in the overstory. The shrub layer consists of curl-leaf mountain maghoney, rosemary flat-topped buckwheat, rubber rabbitbrush, snow bush, and chaparral yucca. In the openings and beneath these shrub characteristics herbaceous species were Martin's paintbrush, happy plant, Malpais blue grass, giant blazing star, California brome, prickly phlox, cheat grass, Davidson's buckwheat, speckled-pod rock cress, Parish's tauschia, and naked stemmed buckwheat.

Mixed Montane Chaparral

Montane chaparral is generally uncommon, but scattered throughout the project area, principally west of the existing road. This community is comprised of southern deer brush, Parry's mazanita, chaparral yucca, rosemary flat-topped buckwheat, poddle-dog bush, and curl-leaf mountain mahogany. Canyon live oak was also found in this community, but does not dominate the overstory cover.

The understory is comprised of Martin's paintbrush, Grinnell's penstemon, cheat grass, white everlasting, golden yarrow, Malapias blue grass, giant blazing star, foxtail fescue, Davidson's buckwheat, splendid gilia, cobweb thistle, prickly cryptantha, field suncup, and strigose lotus.

Riparian Herb and Scrub

Several of the ephemeral drainages and seeps contained a herbaceous riparian community. This habitat was characterized by dense growths of durango root and sedges. Other species in these areas were scarlet monkey flower, green willow herb, hooker's evening primrose, California goldenrod, showy monkey flower, blue wild rye, cheat grass, and cudweed.

The scrub habitat was found along the two perennial springs and some of the larger drainages along the project area. This community consists of dense stands of arroyo willow, narrow-leaved willow, mulefat, Mexican elderberry, pipestem virgin's bower, and pink-flowered currant. Less common species included alder, California bay laurel, and Fremont cottonwood. Some of the drainages contained a white alder scrub, but these communities were confined to portions of the drainages below the existing roadway. Herbaceous species in these riparian areas included sedges, scarlet monkey flower, showy monkey flower, California goldenrod, durango root, Greene's cinquefoil, Hooker's evening primrose, green willow herb, and white yarrow.

Ruderal

The area adjacent to State Route 39 contained a number of introduced annual species that would be anticipated in these disturbed sites. Typical species included cheat grass, Jerusalem oak, ripgut brome, yard knotweed, jimson weed, summer mustard, Russian thistle, weedy cudweed, and Indian tree tobacco. A number of native species have taken advantage of the open, sandy soils found beside the road and are common in these open habitats. Characteristic roadside species included rubber rabbitbrush, Parish's buckwheat, prickly poppy, California evening primrose, hairy yerba santa, naked-stemmed buckwheat, California bristlebush, rosemary flat-topped buckwheat, Davidson's buckwheat, white yarrow, splendid gilia, California fuchsia, happy plant, Mojave linanthus, and rock buckwheat.

Wildlife

Wildlife present in the area includes Nelson bighorn sheep, bobcat, deer, several species of birds, and a variety of insectivores and carnivores (Please see Appendix B for a complete list of wildlife identified). Surveys for non-sensitive wildlife species were conducted simultaneously with the protocol surveys for sensitive species. Prior to initiating field surveys, a literature review was conducted which included a search on the California Natural Diversity Database, California Native Plant Society, and US Forest Service, and US Fish and Wildlife Service for sensitive, endangered, or threatened species within the project limits. In addition, habitat, optimal survey period, and known presence were also identified. Information was obtained from protocol studies and documentation prepared by biologists who have previously conducted research within the project limits.

Several botanical and wildlife assessments have been conducted along the entire length of the closed section in order to determine the biological impacts by the proposed project. Results of these studies indicated that no sensitive biological resources including threatened or endangered species appear to be within the Area of Potential Effect. This conclusion is based on a survey of project plans, review of the Crystal Lake USGS quadrangle map, several field surveys, biological reports from experts, survey of aerial photographs, and search of the Department of Fish and Game's California Natural Diversity Database (CNDDB) for the project area. There are, however, sensitive biological resources located within close proximity of the project area, in addition to a probable wildlife corridor located at the Snow Spring slide area.

Mammal Species

Mammals present within the adjacent areas include deer, shrews, moles, bears, squirrels, raccoons, and sheep (Please see Appendix B for a complete list of species). Large mammals particularly bighorn sheep have been observed crossing the narrow, 2-lane road and appear to have acclimated well to the presence of the abandoned roadway with limited vehicle usage; and it may be a possibility that the area has become a Wildlife Corridor, specifically Snow Spring Slide (area outside the project limits). Consequently, a study to evaluate large mammal activity along State Route 39, with particular attention on bighorn sheep has been on going and will be completed in July 2010. The wildlife corridor study will be conducted over several phases. These phases will include monitoring the roadway before the road is opened, during, and after the road has been opened for a period of five years. Once the first phase (before the road is opened) of the studies is completed, this will provide plans to mitigate for any impacts to the movement of animals across this road.

Reptile Species and Amphibian Species

The reptiles and amphibian species identified with the Area of Potential Effect were western toad, western fence lizard, side-blotched lizard, southern alligator lizard, and western rattlesnake. The lack of water presence at culvert inlets and unsuitable habitat for amphibians reduced the number of sensitive species within the project limits. During the surveys, sensitive, threatened, and endangered amphibians species were not identified within the Area of Potential Effect due to the marginal habitat present. Some sensitive species have or may have historically occurred within the project impact area in the past, although, no sensitive species will be impacted as a result of project activities. Suitable habitat for sensitive species was not present within the project limits.

Bird Species

Bird species identified within the project limits were several including hawks, falcons, quails, hummingbirds, and swallows among others. These bird species were seen either nesting or flying through the area. Several general and focused avian surveys were conducted along State Route 39 that had similar findings. The biological analysis concluded that no sensitive biological resources including threatened or endangered species appear to be within the Area of Potential Effect.

Protocol surveys for the federally and state listed endangered Southwestern willow flycatcher and least Bell's vireo were conducted and focused on surveying potential habitat that included a small area 600 feet below State Route 39 approximately 250 yards in length and 5 meters wide located at Snow Spring Slide (area outside project limits). The area contained White Alder Riparian Habitat and contained small amounts of willow habitat which represents marginally suitable habitat, since these bird species usually do not nest in narrow, linear riparian habitat less than 10 meters wide. The results and conclusion of several studies (Bloom, P., Myers, S.J., and House, D.) determined while none of the roadside habitat can be considered potential Southwestern willow flycatcher and least Bell's vireo breeding habitat, migratory individuals presumably move this area. Although due to the elevational ranges it is unlikely this species utilize this area for migration. Elevational range and lack of habitat for the species is not adequate for these bird species to thrive in a healthy environment.

3.6 Air Quality Characteristics

The proposed project is located in the South Coast Air Quality Management District (SCQAMD) that administers the Clean Air Act. The SCQAMD is responsible for monitoring air quality in the South Coast Air Basin, which include the counties of Los Angeles, Orange, San Bernardino, and Riverside. The proposed project on State Route 39 is a HA-12 project where funding is provided with state only dollars and will only involve federal participation through United States Forest Service (federal lead agency for the proposed project).

The Clean Air Act Amendments (CAAA) of 1990 require that transportation plans, programs, and projects which are funded by or approved under Title 23 U.S.C. or Federal Transit Act conform with state and federal Air Quality Plans. In order to be found in conformance, a project must come from approved transportation plans and programs such as State Implementation Plan (SIP), Regional Transportation Plan (RTP), and Regional Transportation Improvement Plan (RTIP). The project is currently listed within the 2002 State Highway Operation & Protection Program. This program is listed in SCAG's RTIP for the Fiscal Year 2000/2001-2005/2006 under "Lump Sum at Various Locations in Los Angeles County-Operations Projects". Federal approval of the RTIP was achieved on October 2000, ensuring this project's conforming to the CAAAs of 1990. The proposed project is exempt from all air quality analysis according to Table 2 of 40 CFR 93.126, since it is funded as a safety project. However, the exempt status may be revoked if the Metropolitan Planning Organization in consultation with the local air district, the California Air Resources Board (CARB), the Department, EPA (Environmental Protection Agency), and FHWA (Federal Highway Administration), concur that this project has potential adverse local and/or regional emissions impacts for any reason.

3.7 Noise

Under the Federal Noise Control Act of 1972 and Title 23, *Code of Federal Regulations*, Part 772 (23 CFR, Part 772), "Procedures for the Abatement of Highway Traffic and Construction Noise" sets forth traffic noise abatement procedures. It requires that a determination be made as to whether a project would significantly affect ambient noise levels of adjacent areas. If a substantial increase in noise levels would constitute a significant effect, mitigation measures are required. Likewise, according to Caltrans Noise Policy (Policy and Procedure Memorandum P74-47, Freeway Traffic Noise Reduction, September 24, 1974) a determination must also be made with significant noise effects, mitigation measures must also be incorporated into the project.

Construction noise is only substantial in short-term, non-significant occurrences, such as during pile driving, crack/seal (which will not occur in this project) and pavement rehabilitation operations. Standard Specifications (Section 7 and 42) and Standard Special Provisions provide limits on construction noise levels and are used as appropriate. Normally, construction noise levels should not exceed 86 dBA (Lmax) at a distance of 15 m.

The proposed project is located within the Angeles National Forest that is undeveloped land. The serenity and tranquility are of extraordinary rarity. The area serenity serves as an important public use feature and the preservation of these qualities is essential if the area is to continue to serve its intended purpose. The increases in noise levels will not create an adverse impact, and furthermore a noise studies determination indicates that no significant noise impacts will be incurred from the proposed project on recreational activities or other public uses of the area.

3.8 Hazardous Waste

The Site Investigation and geotechnical recommendations prepared for this project indicated that no known hazardous waste material within, or adjacent to the proposed project areas. There is no potential for aerially deposited lead (ADL) or contaminated soil, because of low average daily traffic, short opening period, landslides, erosion, and other geological factors. The potential for groundwater or perched water contamination is not present. However, if groundwater or perched water is encountered during dewatering and/or construction activities. There may be a need to test the level of contaminants at that time. The test results will be used to apply for the NPDES Permit from Regional Water Quality Control Board (RWQCB).

3.9 Community Setting

The Angeles National Forest is situated approximately 2 hours from Los Angeles Basin and its primary function (among others) is to provide recreational activities for the public and to provide a biological setting for over 30 endangered, threatened, and sensitive species. Recreational activities include skiing, hiking, camping, and other public uses. Many of the users of the forest are people that enjoy outdoor activities and enjoy the forest experience as a change from the daily pressure of urban life. The proposed project is located in a rural area within the Angeles National Forest. There are no residential neighborhoods and would not result in the displacement of housing or residential population.

Environmental Justice

This project has been developed in accordance with the Civil Rights Act of 1964, as amended, and Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations." The Executive Order requires each federal agency (or its designee) to take the appropriate and necessary steps to identify and address 'disproportionately high and adverse' effects of federal projects on minority and low-income populations.

Title VI (see Appendix G) requires that no person, because of race, color, religion, national origin, sex, age, or handicap, be excluded from participation in, denied benefits of, or be subjected to discrimination by, any federal aid activity. Executive Order 12898 broadens this requirement to mandate that disproportionately high and adverse health or environmental impacts to minority and low-income populations be avoided or minimized to the extent possible. Based on the profile and demographics of the proposed project area no minority or low-income populations have been identified that would be adversely affected by the proposed project under Executive Order 12898.

3.10 Historical and Archaeological

Cultural resources comprise an irreplaceable and nonrenewable resource with historical and archaeological significance. Cultural resources are defined as buildings, sites, areas, architecture, memorials, and objects having scientific, historic, or social value. Human activity in the project area has been documented as occurring as early as 4,000 to 7,000 years ago. However, the majority of the prehistoric use in the area has occurred within the last 2,000 years. Although it is not known who were the earliest inhabitants of the Forest, yet the earliest dated cultural resource site in the San Gabriel Mountains has been dated back to approximately 5,000 years old.

A Historic Property Survey Report (HPSR) was completed on July 17, 2001, and indicated that there were no known archaeological or cultural resources within the Area of Potential Effect. The HPSR details cultural resources studies undertaken within the Area of Potential Effects (APE). Consequently, a Negative Archaeological Survey Report was completed. The project's APE contains only rockwalls or structures previously determined ineligible for the National Register of Historic Places. The Department through USFS concurrence has determined that the project will have a no effect on these resources. The State Historic Preservation Officer concurred as required by Section 106 of the National Historic Preservation Act. Confirmation was received from the USFS for the APE boundaries, and the finding that there are no properties eligible for listing in the National Register of Historic Places. Coordination with local organizations and tribal groups was also undertaken.

If cultural materials are discovered, all construction related activity ceases. A Caltrans District 7 archaeologist must then be notified to mitigate impacts to the resource and evaluate the nature and significance of the findings (Caltrans Environmental Handbook 1991, Volume 2). Once this step is taken, construction may resume only after the approval of a Caltrans Archaeologist.

4.0 ENVIRONMENTAL EVALUATION

Technical studies were conducted to provide background data and to assist in evaluating the environmental consequences of the proposed project. The following studies are incorporated by reference into the document.

Biological Assessment/Biological Evaluation	January 31, 2003
Natural Environmental Study Report	June 1, 2002
Cultural Resources Assessment (Archaeology)	July 17, 2001
Cultural Resources Assessment (Architectural History)	July 17, 2001
Geotechnical Report	April 13, 2000
Air Quality Analysis	April 13, 2000
Preliminary Environmental Analysis Report	April 5, 2000
Hazardous Waste Evaluation	March 20, 2000

4.1 Environmental Factors Potentially Affected

A checklist was used to identify physical, biological, social and economic factors, which may be impacted by the proposed project. In many cases, the technical studies conducted for this project indicate the project activities would not affect a particular item. The checklist achieves the important statutory goal of integrating the requirements of CEQA and NEPA with the environmental requirements of other laws.

Title 14. California Code of Regulations Section 15064 provides the basic guidance for lead agencies in determining the significance of a project's effects and requiring mitigation to reduce the effect to less than significant in order to prepare a negative declaration. The checklist provides optional tools to assist Caltrans in determining the significance of particular effects.

The environmental factors checked below would be potentially affected by this project, involving impacts that are "Less Than Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agricultural Resources	<input type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Geology / Soils
<input type="checkbox"/> Hazards & Hazardous Materials	<input checked="" type="checkbox"/> Hydrology / Water Quality	<input type="checkbox"/> Land Use / Planning
<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise	<input type="checkbox"/> Population / Housing
<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation / Traffic
<input type="checkbox"/> Utilities / Service Systems (Beneficial; see Aesthetics)	<input type="checkbox"/> Mandatory Findings of Significance	

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

4.1.1

AESTHETICS

Would the Project:

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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a) Have a substantial adverse effect on a scenic vista?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would result in the clearing 23 culvert inlets and repairing the highway. The impacted area is adjacent to the roadway and not visible to the motoring public. The visual features along the perimeter of the site include vegetation covering and open space. There are no designated scenic vistas located in the immediate project area.

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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b) Substantially damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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There are no scenic resources in the proposed project area or in the immediate vicinity. State Route 39 is not eligible as a scenic highway and thus not an officially designated highway. State Route 2 has been designated as an official scenic highway, but no work is proposed on this highway. Therefore, no damage to scenic resources would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Roadway travelers will not see changes on the existing project site, since all drainages are out of view from the public. Removal of vegetation will only include dead plant debris from the blocked drainages and no native vegetation is anticipated to be removed. These drainages are not a scenic resource; therefore no damage to visual resources would occur.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project and all construction activities will only occur during the daytime hours. No new light source will be included as part of the project, no impacts are expected. No increase in light from headlights and/or street lights as a result of increase motorist will result from the project.

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4.1.2

AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

Potentially
significant
Impact

Less Than
Significant
With
Mitigation

Less Than
Significant
Impact

No
Impact

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

☐ ☐ ☐ ☒

The proposed project limits are not within farmland and therefore no impacts will result. The project proposal would not result in the conversion of prime farmland to non-agricultural use. No impacts to agricultural land would occur as a result of the project implementation.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

☐ ☐ ☐ ☒

The proposed project site is not located on parcels of land under any Williamson Act contracts or agricultural use areas. Therefore, conflicts with existing zoning or any Williamson Act contracts or agricultural land would not occur.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use?

☐ ☐ ☐ ☒

The proposed project site is not located near exiting agricultural land. The proposed project would not involve changes to the existing environment regarding farmland and would not result in the conversion of farmland to non-agricultural use. Therefore, no impacts would occur to farmlands or agricultural uses.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

4.1.3

AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project would be constructed in the South Coast Air Quality Management District. The project area is in a Federal non-attainment area for ozone, carbon monoxide, and for respirable 10-micron diameter particulate (PM-10). Air quality analysis indicated that the proposed project would not have an adverse effect on existing and future pollutant levels.

Short-term air quality impacts, due to implementation of the proposed project, could occur during construction on a local scale. Construction impacts could include airborne dust from grading, dirt hauling, and gaseous emissions from heavy equipment, delivery and dirt-hauling trucks, employee vehicles, paints and coatings. Localized operational impacts, i.e., carbon monoxide or PM 10 levels that exceed state or federal standards, could occur due to the use of motorized equipment.

Air Resource Board requirements indicate that hot spot analyses are not required for temporary increases in emissions, due to construction-related activities. The proposed project is exempt from all air quality analysis according to Table 2 of 40 CFR 93.126, since it is a safety project. However, the exempt status may be revoked if the Metropolitan Planning Organization (MPO) in consultation with the Air Quality Management District, the California Air Resources Board (CARB), Caltrans, EPA, and FHWA concur that this project has potential adverse local and /or regional emissions impacts for any reason.

Measures to Minimize Harm

- 1) Project construction would be conducted in accordance with all federal, state and local regulations that govern construction activities and emissions from construction vehicles.
- 2) Pregrading/excavation activities would include watering the area to be graded or excavated before commencement of grading or excavation activities.
- 3) All trucks would be required to cover their loads as required by California Vehicle Code § 23114.

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- 4) All grading and excavation material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, would be treated to prevent fugitive dust. Treatment would include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering should be done as often as necessary and reclaimed water used whenever possible.
- 5) Equipment idling time would be minimized.
- 6) Equipment engines would be maintained in good condition and in proper tune as per manufacturers' specifications.

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project would not generate cumulative impacts to air quality from construction and operation of the proposed project; and it would result in a net increase of O₃ and PM₁₀.

d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project will not expose any residential receptors to pollutants since the project is located in a rural setting and within the national forest.

e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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During construction, exhaust emissions from diesel-powered equipment and vehicles and construction activities involving use of materials such as asphalt and coatings could create objectionable odors. However, such activities would be short-term and are not expected to affect a substantial number of people at any given time. Operation of the proposed project is not expected to generate objectionable odors affecting a substantial number of people.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

4.1.4.

BIOLOGICAL RESOURCES

Would the project:

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Based on the findings in the Natural Environmental Study Report and several other biological reports, this project would have a no effect on state or federally listed threatened or endangered species. Although numerous sensitive plants are located adjacent to the project site and mitigation measures will be taken to avoid all disturbances to these plant communities. At this time, no impacts would be incurred within the APE, as a result of the project activities. Nevertheless, all mitigation measures will be implemented to reduce the risk of loss species.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project is located within the transition area between oak woodland and Conifer forest. Coordination with the California Department of Fish has been on going to establish mitigation measures and to comply with California Endangered Species Act. No impacts will result from the construction activities or other related activities. U.S. Fish and Wildlife Services has been contacted and has evaluated the project. There are no riparian habitat or other sensitive natural communities within the project limits. No impacts to sensitive biological resources will result.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The presence of wetlands within the drainages or immediately adjacent to the project were not identified.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

Would the project:

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Construction activities may result in a temporary restriction in the movement of wildlife across the site, however; due to the specific movement of bighorn sheep and other larger mammals and their keen ability to cross at Snow Spring Slide Area, impacts to the movement of the sheep would be minimal and at some areas non-existent; since the Snow Spring Slide Area is outside of the current Roadway Rehabilitation project limits. The current Biological Assessment/Biological Evaluation has determined since the wildlife movement is mostly constrained to the Snow Spring Area and outside the project limits, impacts to the potential wildlife corridor will be indirect. It is anticipated that animals would avoid crossing the work area while people are present and construction activity is underway; since construction activity will be outside the potential wildlife corridor. Thus the proposed project construction activities would not result in an adverse impact to the movement of native species in the project area.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Coordination with the Angeles National Forest is necessary and has been on going for addressing issues relating to endangered and threatened species. Biological Assessment/Biological Evaluation has been completed and was submitted to the District Ranger in order to evaluate the impacts of the proposed project on all sensitive biological resources within the project limits.

Invasive Species

Caltrans issued a memorandum dated October 29, 1998, which promotes prevention and control of the introduction and spread of invasive species. Non-native flora can cause substantial changes to ecosystems, upset the ecological balance, and cause economic harm to our nation's agricultural and recreational sectors. Species that are not native to California shall not be used for planting in Caltrans right of way due to potential adverse effects on native ecosystems

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project will be constructed within the perimeters and specifications of the Angeles National Forest Land and Resources Management Plan. The proposed project would not conflict with the provisions of the Forest Land and Management Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

4.1.5

CULTURAL RESOURCES

Would the project:

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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A Historic Resource Evaluation Report for the Proposed Improvements of State Route 39 was completed on July 17, 2001. The results indicate that no unique historic resources were identified within the project area. A search of existing databases revealed that the proposed project area contains no historic structures. No demolition of existing structures is planned, therefore, no impacts on historic resources are expected.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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A Negative Historic Property Survey Report completed in July 2001 indicated that no cultural resources were identified directly within the Area of Potential Effect. A Negative Archaeological Survey Report was completed which found that no known archaeological resources exist directly within the Area of Potential Effect (APE).

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Given that this project will have limited excavation, significant impacts to paleontological resources are not anticipated. No paleontological resources will be destroyed either directly or indirectly by the proposed project. There are no unique geological features that would be destroyed either directly or indirectly by the proposed project.

d) Disturb any human remains, including those interred outside of formal cemeteries?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No cemeteries or known archaeological sites containing human remains have been identified in the project area. However, if human remains were encountered, all legally required protocol would be followed. A Negative Archaeological Survey Report found no known archaeological sites exist directly within the APE for this project.

Measures to Minimize Harm

1. As a standard practice, if cultural materials are encountered during construction work, all activity in the area will halt until a Caltrans archaeologist can evaluate the nature and significance of the finding.
2. Any mitigation required for "late discovery" finds will be conducted with coordination with the SHPO and USFS archeological staff, and will comply with all applicable laws.
3. If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code 5097.98.
4. Any mitigation required for "late discovery" of human remains will be conducted in accord with the Native American Graves and Repatriation Act as well as all other applicable laws.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

4.1.6

GEOLOGY AND SOILS

Would the project:

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

b) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Implementation of the project would require minimal excavation, recompaction, and connection of drainage collection facilities. Grading would result in minor changes to surface topography. Based on the review of several geological/seismologic reports of the area, the potential for ground rupture is small and is not considered to be a significant hazard for this project. The construction of this project should have no adverse effect on the existing environmental conditions.

c) Strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site is located in a seismically active area of Southern California. To reduce the risks from potential seismic hazards to acceptable levels, the project would be designed and constructed in accordance with applicable seismic standards and building codes.

d) Seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Groundwater may be encountered during construction (not foreseeable) but the potential for liquefaction was found to be negligible.

e) Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Landslides and debris track are an occurrence on State Route 39, which may be minimized by repairing the culvert inlets and building retaining walls. Rehabilitating the highway within the closed section may also reduce landslide occurrences. The completion of the project may minimize these occurrences since the culvert inlets will be cleaned and restored to intended holding capacity. In addition, the road rehabilitation project may further stabilize the existing highway.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing culvert inlets have reached their holding capacity, and therefore cannot retain erosion or rock materials from the steep cliffs. Erosion is of great concern in this area, since this de-stabilizes the roadway making it unsafe to the public and Caltrans maintenance personnel. The proposed project would repair and clean the drainages and restore their intended holding capacity, thus enabling the culverts to collect erosion material and further prevent flooding of the highway and maintain the stability of the roadway.

Compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements for erosion control and implementation of sediment control measures such as Best Management Practices (BMPs) would reduce potential impacts. Consequently, significant soil erosion and loss of topsoil during construction is not anticipated. Once completed, the proposed project would benefit emergency and forest service personnel and people looking to enjoy the forest by providing a safe roadway on which to travel.

g) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The project site will continue to degrade and further erode and become unsafe for any human activities if the road is not repaired in the near future. By upgrading the drainage facilities the roadway will fulfill the long-term objective of improving the overall operation and safety for roads in California. The existing roadway in its current condition is inconsistent with Caltrans's goal of providing and improving mobility across California. In addition it will not protect California's natural resources and provide a safe and efficient work environment for Caltrans employees. The potential for lateral spreading, subsidence, liquefaction, or collapse is considered to be negligible.

h) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks of life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Expansive soils are characterized by their ability to undergo significant change (shrink or swell) due to variations in moisture content. Changes in soil moisture content could result from rainfall, landscape irrigation, utility leakage, and/or perched groundwater and may result in unacceptable settlement or heave of structures, concrete slabs supported-on-grade, and/or pavements supported on these materials. The soils at the project site are non-expansive.

i) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not result in the generation of additional wastewater or a need for new septic tanks. The project proposal will not include any new septic tanks.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

4.1.7

HAZARDS AND HAZARDOUS MATERIALS

Would the project:

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Hazardous waste will not be transported from the proposed project site. If hazardous material is encountered, federal, state, and municipal laws will regulate the transport of the hazardous waste. At this time, the impacts are not considered significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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A Hazardous Waste Clearance Report dated August 4, 1999 indicated that there is no potential of hazardous contaminants within the project site

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No schools exist within a one-quarter mile radius of the proposed project site.

Would the project:

d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

Would the Project:

Potentially significant Impact Less Than Significant With Mitigation Less Than Significant Impact No Impact

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project?**

☐ ☐ ☐ ☒

The proposed project is not located within 2 miles of an airport.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

☐ ☐ ☐ ☒

The proposed project would not be located in the vicinity of a private airstrip.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

☐ ☐ ☒ ☐

The proposed project is not expected to interfere with an adopted emergency plan or evacuation plan. The proposed project would improve fire access into the Angeles National Forest and further serve as a roadway for fire and rescue personnel. The proposed project would greatly improve response time for fire suppression.

- h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

☐ ☐ ☐ ☒

The proposed project is located in the Angeles National Forest that does not contain any housing developments. This area is prone to forest fires and by completing the project and rehabilitating the roadway it will facilitate access for fire and rescue personnel in case of any emergency. Exposure to people or structures to a significant risk of loss, injury, or death involving wildland fires is not anticipated.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

4.1.8

HYDROLOGY AND WATER QUALITY

Would the project:

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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a) Violate any water quality standards or waste discharge requirements?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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If groundwater or surface water is encountered (highly unlikely) during construction activities, then it will be necessary to obtain a National Pollution Discharge Elimination System Permit in order to comply with all mandated requirements from the Regional Water Quality Control Board.

Measures to Minimize Harm

1. The monitoring of groundwater contamination should continue as mandated by the Regional Water Quality Control Board.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not deplete groundwater supplies such that there is a net deficiency in the aquifer volume or lowering of the local groundwater table level.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on-or offsite?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project will not enlarge or alter the existing pattern of the present drains. The only change that may occur is to restore the original holding capacity of the existing culverts. Currently water flows into the canyon below, since the water over flows from the culverts and floods the highway. However, given the number of drainages, which will be repaired, it may cause the same amounts of water and runoff to flow in a different direction; such that the water flows into its intended culvert inlets and eventually into the canyon below. The project will comply with NPDES permit erosion control measures and thus significant impacts are not anticipated.

Some soil loss would occur as a result of grading and surface disturbance. The type and degree of soil loss depends on the extent of erosion control measures and final project design. With proper erosion control and runoff management plans, these impacts would be reduced.

Short-term construction impacts to water quality would result. This temporary impact would occur during construction periods, and is not considered an adverse impact to water quality. Excavated materials and related earthwork activities from additional sections of depressed alignment have the potential to increase erosion. These conditions may exist intermittently until the project is completed, and permanent slope protective measures are established.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

Would the project:

Potentially
significant
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Mitigation

Less Than
Significant
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No
Impact

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite?

☐ ☐ ☒ ☐

The proposed project would include improving the drainage systems to accommodate any anticipated runoff volumes. The proposed project would not alter the course of any river or stream. The risk associated with implementation of the project is not considered significant. There are no significant impacts on natural and beneficial floodplain values.

e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

☐ ☐ ☐ ☒

Due to the locality of the project site, additional sources of polluted runoff would not increase since pollution sources are not present. The proposed project would include improving the drainage systems to accommodate any anticipated runoff volumes. The proposed project will not result in an increase in surface water runoff, since the present water flows over the culverts and into the canyon below.

Measures to Minimize Harm

- 1) A Water Pollution Control Plan would be developed by the contractor, and approved by Caltrans and the state and federal resource agencies. This plan would incorporate the resource agency approved methodology as well as all other appropriate techniques for reducing impacts to water quality.
- 2) The plan would incorporate control measures in the following categories: soil stabilization practices, sediment control practices, sediment tracking control practices, wind erosion control practices, non-storm water management, waste management, and disposal control practices.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

Would the project;	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Activities associated with discharged pollutants would be limited to re-vegetation irrigation and maintenance of the plantings. Since this project is within the roadway there will be little to no discharge of dry weather flows into the adjacent stream.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project is within the Angeles National Forest and no housing units are within the project site. No impacts are anticipated.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project does not involve the construction of facilities within a 100-year flood hazard area. Therefore, no impacts are anticipated as a result of project implementation.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not located within a dam or levee inundation area. Therefore, no impacts are anticipated.

j) Inundation by Seishi, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project is not located near any large lakes or water bodies, so inundation by a Seishi would not occur. Due to the proposed project area's inland location, the area would not be exposed to earthquake-induced sea waves called tsunamis, nor would inundation by mudflow be likely.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

4.1.9

LAND USE AND PLANNING

Would the project:

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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a) Physically divide an established community?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not divide an established community. Implementation of the highway rehabilitation will not result in disproportionately high or adverse impacts on minority or low-income neighborhoods or communities. No denial or substantial delay in the receipt of benefits from Caltrans programs, projects, policies, or activities would occur (See Title VI statement in Appendix G)

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would comply with the guidelines of the Angeles National Forest Land and Resources Management Plan.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not conflict with any habitat conservation or natural community conservation plans. Therefore, significant impacts are not anticipated as a result of project implementation.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

4.1.10

MINERAL RESOURCES

Would the project:

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is located within the Angeles National Forest and land use is primarily for recreational purposes. There are no known mineral resources in the immediate area. No impacts are anticipated.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project site is not delineated as a mineral resource recovery site on any local land use plans.

4.1.11

NOISE

Would the project result in:

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project will not expose persons or result in the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Construction of the proposed project would be the loudest single noise source in the vicinity of the project during the removal of the large boulders within the drainages and construction phase. Significant impacts to sensitive noise receptors from grading and paving are not anticipated.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

Would the project result in:

Potentially
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Mitigation

Less Than
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No
Impact

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

☐☐☐☒

Refer to 4.1.11 a)

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

☐☐☒☐

Construction of this project would require the use of heavy equipment with high noise level characteristics. Typically, construction equipment ranges from concrete mixers and generators producing noise levels in the 80-decibel range to a jackhammers at over 90 decibels.

Measures to Minimize Harm

- 1) All diesel equipment should be operated with closed engine doors and should be equipped with factory recommended mufflers.
- 2) For all noise-generating construction activity on the project site, additional noise attenuation techniques should be employed, as needed and feasible, to reduce noise levels. Such techniques may include, but are not limited to, the use of sound blankets on noise generating equipment and construction of temporary sound barriers between construction sites and nearby sensitive receptors.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

☐☐☐☒

The proposed project is not located near an airport. The proposed project would not expose people residing or working in the project area to excessive noise levels from airport facilities.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

☐☐☐☒

The proposed project is not located within the vicinity of a private airstrip.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

4.1.12

POPULATION AND HOUSING

Would the project:

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project is located within the Angeles National Forest and in an area that does not contain any housing units or housing developments. The area is forest-protected land that may not allow any new housing developments. For these reasons, the project is not expected to induce, directly or indirectly, growth or have an increase in population.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not require the acquisition of single family homes or apartment rental units. There would be no residential relocations, and no residential areas would be directly or indirectly affected by the proposed project.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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There would be no residential or business displacements resulting from the proposed project.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

4.1.13

PUBLIC SERVICES

Would the project:

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project consists of rehabilitating the drainages and sections of the roadway to meet current Caltrans design and safety standards. The project does not include new residential, commercial, or industrial development that could increase the need for fire protection services.

Police protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project does not include new residential, commercial, or industrial development that could increase the need for police protection services.

Schools?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project does not propose any residential uses; therefore, no increase in student enrollment would occur as a result of the project.

Parks?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project would improve facilities for recreational activities for public use. Upgrading sections of the roadway would improve access into the area and provide the public further recreational uses of the Angeles National Forest.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

4.1.14

RECREATION

Would the project:

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Since the proposed project is within the Angeles National Forest, it will not include any new residential development or an increased demand for local and regional park resources.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not include or require the construction or expansion of recreational facilities.

4.1.14

TRANSPORTATION/TRAFFIC

- a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system, will not be noticeable. The implementation of the proposed project would not increase traffic in the area.

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project would not exceed the level of service standard established by the county or by the Angeles National Forest.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

Would the project:

Potentially
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Impact Less Than
Significant
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Mitigation Less Than
Significant
Impact No
Impact

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

☐ ☐ ☐ ☒

The proposed project would involve rehabilitating drainages and would not impact air traffic.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

☐ ☐ ☐ ☒

The proposed project does not include sharp curves or other design features that are expected to result in significant hazards.

e) Result in inadequate emergency access?

☐ ☐ ☐ ☒

Once completed, the proposed project would improve access into the area for fires and rescue personnel; consequently, it may have a beneficial effect on emergency response times.

f) Result in inadequate parking capacity?

☐ ☐ ☐ ☒

Parking capacity at this time is sufficient and the proposed project would not impact parking capacity.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

☐ ☐ ☐ ☒

The proposed project would comply with the guidelines of the Angeles National Forest Land and Resources Management Plan.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

4.1.16

UTILITIES AND SERVICE SYSTEMS

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project does not include the addition of new wastewater; therefore, no impacts would occur.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not cause expansion of water or wastewater facilities.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would only repair and restore the holding capacity for rock and other erosion materials of the existing drainages but not increase capacity of the existing facilities. The proposed project would repair the drains to accommodate anticipated runoff from the project activities. Significant impacts are not anticipated.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Minimal amounts of water would be consumed during construction and for landscaping upon completion of the project. Impacts on water supply would be insignificant. No new or expanded entitlements would be required.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

Would the project:	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider that services or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project does not include the construction of new development that would generate increased wastewater. No noticeable impacts would occur.

Would the project:	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Construction of the proposed project would result in creating construction debris requiring disposal. This one-time impact is not expected to significantly affect the capacity of local landfills.

Would the project:	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
g) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would comply with all applicable federal, state, and local statutes in relation to solid waste.

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4.1.17

MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project would have no substantial effect on biological resources, nor would it adversely affect cultural resources. As analyzed and discussed in checklist items (#4), the proposed project area did not contain any sensitive, endangered or threatened species that will result in a modification of its habitat. Refer to 4.1.4, 4.1.5, and Section 3.4.

The potential for a wildlife corridor within the APE is unlikely due to specific movement of large mammals tends to cross at Snow Spring Slide Area (area outside the project limits). The proposed project activities are not anticipated to cause significant impacts that may reduce the number or restrict the range of a rare or endangered plants or animal community. Although no direct impacts will result from the proposed project activities, mitigation measures will be placed. Construction activities to the highway would be very restricted during bighorn sheep breeding season (October-January) and lambing season (February-April); as not to disrupt the migration season for bighorn sheep. According to several studies the bighorn sheep utilize the closed section mostly to cross into the North Fork San Gabriel River and not necessarily for breeding or lambing. Although it is unlikely these species use the highway during lambing season due to the fact that adult ewes isolate themselves in steep rocky areas before and after giving birth. It is likely that bighorn sheep utilize the abandoned roadway to enter into the North Fork San Gabriel River and not for breeding or lambing; but maybe for foraging.

Impacts to sensitive, endangered or threatened bird species will not result. According to recent studies completed by Peter H. Bloom (2001), southwestern willow flycatchers and least Bell's vireo, he concluded that important habitat characteristics were not found within the closed highway section. "In fact, most of the roadside vegetation was comprised of xeric adapted species (Yucca, mazanitas, etc.). While none of the roadside habitat can be considered potential breeding habitat, migratory individuals presumably move through this area." (Peter H. Bloom, 2001). Several other studies completed by Tierra Madre Consultants and by Debbie House in 1998 concluded similar findings regarding the lack of potential habitat for these bird species. It is highly unlikely these bird species may be found within the closed section due to the elevational ranges and lack of potential habitat.

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Would the project:

Potentially Significant Impact Less Than Significant With Mitigation Less Than Significant Impact No Impact

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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The CEQA Guidelines, Section 15130, states that "cumulative impacts shall be discussed when they are significant. The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project alone." As stated in Section 15355 of the State California Environmental Quality Act (CEQA) Guidelines:

"Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- (a) The individual effects may be changes resulting from a single project or a number of separate projects.
- (b) The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely, related past, present, and reasonably foreseeable probably future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

The proposed project would not result in cumulative impacts as outlined below. CEQA provides for various methods to achieve an adequate discussion of cumulative impacts:

1. Geology and Soils: Seismic hazards are experienced throughout Southern California, including in the project area. With or without the State Route 39 Roadway Rehabilitation Project, people would be exposed to such hazards as fault displacement/ground rupture, seismic ground-shaking, liquefaction, differential settlement, subsidence, and landslides. The project would not increase or decrease these hazards, nor would it introduce additional population into an area where these hazards exist. Thus, the project would not contribute to cumulative geological or soils impacts.
2. Land Use and Socioeconomic: The proposed project of highway rehabilitation improvements would not contribute to land use impacts; since the landuse is a national forest.

The project would provide short-term employment opportunities (construction) and contribute to an overall increased economic activity in the long term by improving the safety and efficiency within the project area.

The disruption of traffic would not occur since all work would occur within the closed section of State Route 39. The project activities are a temporary occurrence and would not contribute to a cumulative impact.

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3. Biological Resources:

The following are Caltrans projects on State Route 39 that are known to be in the planning stages:

- Project 1: Project work includes the removal of existing columns and replacement of columns at the North Fork of the San Gabriel River Bridge #53-2244 in order to prevent scouring of the bridge.
- Project 2: Project work includes reconstruction of 9 feet in diameter, horseshoe shaped culvert at Brown's Gulch.
- Project 3: USFS/Caltrans Memorandum of Understanding (MOU) for Culvert Cleaning. Caltrans would like to establish a comprehensive and inclusive permit of all maintenance activities within State Route 39.
- Project 4: The Long-term Highway Re-opening Project currently has 5 alternatives, including realigning the roadway at Snow Spring Slide and installing retaining walls & metal beam guardrails. The re-opening project is estimated at 20+ million dollars, and with the current state budget there is no funding source for this project now or in the foreseeable future.

The Roadway Rehabilitation Project being evaluated in this (EA/IS), when considered along with projects 1,2, & 3 above are collectively very low activities that will not have a cumulative impact within the vicinity of the project site. Cumulative impacts would not result; since these projects will not have a significant impact on threatened, endangered, or sensitive species.

Project 4, if added to the other actions, could increase cumulative impacts to a higher impact threshold. However because this Long-term Highway Re-opening Project lacks funding, its potential for implementation remains unlikely at this time and it cannot be considered as a realistic contribution to this cumulative impact scenario.

4. Archaeological/Historical Resources: No other projects are known that would affect cultural resources of the project area. Impacts of other projects are not an addition to those of the proposed project, such that cumulative impacts would occur.
5. Hydrology: The project site is located on an active geological area and several landslides and rock debris are a major concern to the stability of the roadway. Water is the major cause for this instability. Restoring and stabilizing the drainages and roadway would serve as a benefit and may decrease the continual impacts by erosion on the roadway. There would not be any cumulative impacts from this project since it will rehabilitate the drainages and provide a long-term benefit. As a result, the project would not contribute to cumulative impacts.
6. Traffic and Transportation: State Route 39 drainage rehabilitation project would have beneficial traffic and transportation impacts, and would not contribute to cumulative impacts.

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7. Air Quality: As a result of the roadway rehabilitation project, the improvements would not have an impact on air quality, and would not contribute to cumulative impacts.

The Department is piloting a Contractor Off-Road Diesel Equipment Emission Reduction Program on a variety of projects around the State. The pilot projects will include incentives for the contractor to use cleaner off-road diesel equipment. The Department supports this pilot program that encourages our industry partners to participate in clean air efforts.

The Construction Division has a target of piloting the program on at least 20 projects in the No_x non-attainment areas in the State (Sacramento Valley, South Coast, and San Joaquin Valley). Additional criteria for selection of a project for inclusion in the program are those large earthwork and/or paving projects, requiring enough off-road diesel equipment to allow a contractor to potentially benefit from the clean-burning diesel engine incentive.

8. Noise: Noise-sensitive receptors adjacent to the project site would be temporarily exposed to construction equipment noise impacts. Temporary noise impacts related to this project would only occur during the daytime.
9. Water Quality: The drainage rehabilitation would result in restoring water capacity for the restored culverts. The drains will be able to handle large amounts of erosion material and water runoff during heavy rainfall seasons. This rehabilitation project would benefit this section of highway by providing an adequate drainage system which will further stabilize the roadway. Minimal impacts will result from this proposed project and in combination with other projects related to the State Route 39 in terms of water quality impacts to groundwater recharge.
10. Hazardous Materials: The proposed project would not contribute to any additional hazardous waste since no hazardous waste was identified in the preliminary investigations. This project would not contribute to cumulative impacts.
11. Visual Resources: Visual changes to the project site would not occur due to minimal impacts on the roadway. Improvements to the drainages would not contribute to cumulative impacts. The proposed project would enhance the visual character of the site by creating a safe roadway and the ability for the public to use a previously closed section of the roadway.

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	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Construction and operation of the proposed project would not have substantial effects. Residents of Los Angeles County and outer surrounding counties would benefit from the proposed project. Benefits would include additional recreational areas, a connection to the Angeles Crest Highway for emergency personnel, and upgrading and restoring degraded and deteriorated culverts.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d.) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project does not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals. On the contrary, the proposed project will improve safety and improve access into State Route 2. Highways are simply conduits that enable vehicular traffic to move from one point to another. A highway itself does not generate traffic, thereby generating more emissions. Traffic generators are residences, schools, businesses, shopping centers, manufacturing areas, recreational areas, etc. Thus, the proposed project will not have an adverse effect on, or result in the long-term deterioration of, ambient air quality. The proposed project will not induce or invite growth or development in or around the proposed project area; since it is located within a national forest.

4.2 Summary of Measures to Minimize Harm

Air Quality

- AQ-1 Project construction would be conducted in accordance with all state and local regulations that govern construction activities and emissions from construction vehicles.*
- AQ-2 Pregrading/excavation activities would include watering the area to be graded or excavated before commencement of grading or excavation activities.*
- AQ-3 All trucks would be required to cover their loads as required by California Vehicle Code 23114.*
- AQ-4 All grading and excavation material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, would be treated to prevent fugitive dust. Treatment would include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering should be done as often as necessary and reclaimed water used whenever possible.*
- AQ-5 Equipment idling time would be minimized.*
- AQ-6 Equipment engines would be maintained in good condition and in proper tune as per manufactures' specifications.*
- AQ-7 Daily removal of any spilled dirt onto surrounding paved roads.*
- AQ-8 Cease grading and excavation activities when wind speeds exceed 25 miles per hour and during extreme air pollution episodes.*

Biological Resources

- BIO-1 Equipment maintenance and repair items are to be placed on an area that will not impact the biological diversity of the area.*
- BIO-2 Litter and pollution laws shall be followed by all personnel working within the project area.*
- BIO-3 The damaged existing stone walls and railings should be repaired with local rocks so that a good match between the old and the new is achieved.*
- BIO-4 All existing trees juxtaposed to construction areas shall be preserved and protected in place.*
- BIO-5 Since the project area contains sections of steep and rugged terrain, ensure that Caltrans Best Management Practices associated with erosion and water quality are in place in order to avoid and minimize impacts to vegetation and water.*
- BIO-6 Activities affecting drainages shall be conducted during the dry season to the extent possible.*
- BIO-7 If water is present within a drainage area, efforts shall be made to minimize potential sediment discharge into the water by using standard techniques such as silt fencing, water diversion, and sediment traps.*
- BIO-8 No construction debris, trash, etc., shall enter the water and will be disposed of properly.*
- BIO-9 Post construction landscaping with native vegetation may be required dependent on the Resident Engineer during construction.*
- BIO-10 A biologist will monitor the activities to ensure that impacts to the water and vegetation are minimized to the extent possible. The biologist will remain in contact with the United States Forest Service in order to keep them apprised of project activities. If the biological monitor discovers any sensitive plants within the proposed work area, the area will be fenced off to avoid impacts to sensitive species within the area of impact.*

Cultural Resources

- CUL-1 As a standard practice, if buried cultural materials are encountered during construction work in the area will halt until a Caltrans archaeologist can evaluate the nature and significance of the find.*
- CUL-2 If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code 5097.98.*

Hydrology and Water Quality

- WQ-1 Monitoring of groundwater contamination should continue as mandated by the Regional Water Quality Control Board.*
- WQ-2 For project constructed in a total disturbed area of less than one (1) acre (.405 hec), use WPCP and SSP 07-340.*
- WQ-3 For projects with a total disturbed area more than one (1) acre (.405 hec), use SWPPP, SSP 07-345 and an NOC.*
- WQ-4 A Water Pollution Control Plan would be developed by the contractor, and approved by Caltrans and the state resource agencies. This plan will incorporate the resource agency approved methodology as well as all other appropriate techniques for reducing impacts to water quality.*
- WQ-5 The plan would incorporate control measures in the following categories: soil stabilization practices, sediment control practices, sediment tracking control practices, wind erosion control practices, non-storm water management, waste management and disposal control practices.*
- WQ-6 Upon construction, necessary precautions, and procedures, outlined in Caltrans Best Management Practices (BMP) pertaining to the disposal of debris and activities affecting water quality would be implemented. It is anticipated that incorporation of these BMPs would further reduce possible impacts of the water quality. Further information pertaining water quality may be found on the Caltrans Web Page (www.dot.ca.gov/hq/env/stormwater/index.htm).*

Noise

- NOI-1 All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended mufflers.*
- NOI-2 For all noise generating construction activity on the project site, additional noise attenuation techniques should be employed, as needed and feasible, to reduce noise levels. Such techniques may include, but are not limited to, the use of sound blankets on noise generating equipment and construction of temporary barriers between construction sites and nearby sensitive receptors.*

USFS: Angeles National Forest Service Land and Resources Management Plan

- ANF-1 The Forest Biologist, Caltrans biologist, and appropriate District Ranger will coordinate with Recovery Teams to maintain current information in recovery plans for threatened and endangered species. Recovery plans will serve as the basis for management of these species.*
- ANF-2 The Forest Service will develop and implement interim habitat management plans in cooperation with the USDI-Fish and Wildlife Service and the California Department of Fish and Game where approved recovery plans do not exist for federally listed threatened and endangered species inhabiting the Forest.*
- ANF-3 Riparian Standards and Guidelines apply to the aquatic, wetland, and upland riparian zones whether mapped or not.*

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- ANF-4 Avoid new construction in riparian zones unless there is no practical alternative and there is a demonstrated need to implement the action. Construction and reconstruction of existing facilities cannot occur in a riparian zone.*
- ANF-5 Practices and all necessary management activities will be applied to these areas that will prevent detrimental changes to water quality, aquatic flora and fauna, and/or hydrophytic vegetation within these areas, and adverse riparian area changes in water temperature, chemistry, sedimentation, channel blockages, and riparian-dependent resources can be protected.*
- ANF-6 Any activity shall not result in more than 30% reduction in the potential ground cover vegetation at any given time. The 30% reduction may be adjusted downward if significant decline occurs in Management Indicator Species.*
- ANF-7 Mitigation measures may include one or more of the following, with the objective of no net loss of riparian acreage:*
- a. Restricted entry*
 - b. Re-vegetation*
 - c. Replacement of loss habitat*
 - d. Maintenance of wildlife corridors*
 - e. Public information and contact*
 - f. Visitor capacity management*
 - g. Relocation of incompatible facilities*
- ANF-8 Coordination with Federal, State, local agencies will be done on a continuing basis to ensure that all activities are carried out in an environmental, social, and economically acceptable manner.*
- ANF-9 The California Department of Transportation will coordinate project activities with the San Gabriel River Ranger District.*
- ANF-10 Raw cement/concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic life, resulting from project related activities, shall be prevented from contaminating the soil and/or entering the drainage.*

5.0 CONSULTATION AND COORDINATION

California Environmental Quality Act (CEQA) and National Environmental Quality Act (NEPA) regulations do not require an Initial Study/Environmental Assessment to include formal scoping procedures. However, scoping efforts were undertaken to comply with federal and state guidelines to ensure early consultation for this project to obtain the concerns of appropriate local, state, and federal agencies, and a public outreach was made.

What is Scoping?

Scoping is a process designed to examine a proposed project early in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) analysis and review process. Scoping is intended to identify the range of issues raised by the proposed project and to outline feasible alternatives or mitigation measures to avoid potentially significant environmental effects. The scoping process inherently stresses early consultation with local agencies, responsible agencies, review agencies, trustee agencies, tribal governments, and any federal agency whose approval or funding of the proposed project will be required for completion of the project.

Scoping is considered an effective way to bring together and resolve the concerns of other agencies and individuals who may potentially be affected by the proposed project, as well as other interested persons, such as the general public, who might not be in accord with the action on environmental grounds. Although similar in function, specific requirements may vary depending upon whether the environmental document to be produced is an EIS or EIR. If the document is intended to satisfy both requirements i.e., production of a joint EIS/EIR environmental document, the scoping process shall incorporate the requirements of both National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). The environmental document for this project is an EA/IS, not an EIS/EIR. NEPA and CEQA regulations do not require an EA/IS to undergo formal scoping procedures. Nonetheless formal scoping was undertaken to ensure all interested parties concerns were addressed and documented.

Formal scoping lets public officials and the public know of a proposed project early in development of the project in order to develop feasible alternatives that all concerned parties may agree to. Scoping to solicit comments and opinions for the proposed project were communicated through various channels. They consisted of letters to elected officials, government agencies, concerned citizens, and placement of advertisement in several community newspapers. A scoping notice was published in Los Angeles Times, San Gabriel Valley Tribune, and La Opinion (a Spanish language newspaper that serves Los Angeles County dated February 13, 2002). A description of the proposed project was published in Southern California Association of Governments (SCAG) Intergovernmental Review Clearinghouse Report for public review and comment on January 31, 2002. A scoping meeting was held on February 20, 2002 that invited elected public officials, resource agencies, and interested parties to ensure that concerns were addressed at an early stage of project development. The comments received from the meeting and the public were addressed and submitted into this document for reference.

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5.1 Scoping Comments

5.1.1 *Scoping Meeting on February 20, 2002*

Attendees:

Caltrans Staff

Gino Di Fabio, Project Engineer

Khan Hossain, Transportation Engineer

Luz A. Torres, Environmental Planner

Ron Kosinski, Deputy District Director: Division of Environmental Planning

Dan Sanchez, Area Superintendent: Altadena Maintenance Supervisor

Rich Haberlack, Caltrans Engineer

Paul D. Caron, Office Chief: Mountain Area Projects/Biological Services

Adam Siro, Associate Archaeologist

Agency Officials

Barret H. Wetherby, San Gabriel Mountains Conservancy Group

Jonathan Synder, US Fish and Wildlife Service

Bruce Turner, California Highway Patrol: Baldwin Park

Scoping Comments for Meeting on February 20, 2002

Comments	Responses
Why is the project being phased into two different but similar projects?	Funding was phased into two funding sources in order to secure monies for the total re-opening of the highway. At this time the Long-Term Highway Re-opening Project has not been funded and the project is being developed.
Is the road currently opened to emergency vehicles?	The road is maintained for all emergency vehicles. Although passage may not occur since at times due to rockslides and other landslide materials which may obstruct the roadway, temporarily delaying emergency vehicles from reaching State Route 2.
Recent traffic data needs to be incorporated into the Traffic Analysis since the current analysis is not representative of today's population utilizing that section of the road.	A complete traffic analysis will be completed before the entire roadway is opened to the public. This proposed project will maintain the existing highway as outlined in the project purpose and need.
When are drains cleaned?	Drains are cleaned on a need basis or during routine maintenance schedule.

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5.1.2

Scoping Comments from Public Agencies

Comments	Responses
<p>United States Department of Fish and Wildlife Service</p> <p>Concerns regarding potential impacts downstream to water quality and riparian habitat near Bear Creek. Specifically dealing with potential threatened and endangered species present in the adjacent areas.</p>	<p>Early consultation and coordination with USFWS determined that incorporation of BMP's and mitigation measures would reduce the level of impact to potential presence of endangered and threatened species in the adjacent areas to less than significant.</p>
<p>Angeles National Forest, District Ranger: Marty Dumpis</p> <p>Potential downstream impacts into Bear Creek tributaries and into the San Gabriel Wilderness including sedimentation and erosion materials</p>	<p>Early consultation with the ANF District Ranger and submission of Biological Assessment/Biological Evaluation will determine the potential impacts of Bear Creek tributaries and the San Gabriel Wilderness area.</p>
<p>State of California, Assemblyman 57th District: Honorable Ed Chavez</p> <p>Supports the proposed project and would like to be kept updated.</p>	<p>Coordination with the Honorable Ed Chavez, and forwarded all relevant information regarding Highway 39 re-opening.</p>
<p>Southern California Association of Governments Senior Planner: Jeffery M. Smith, AICP</p> <p>No comments were received since the project is not a regionally significant project per SCAG Intergovernmental Review Criteria and CEQA Guidelines Section 15206.</p>	<p>No response Required</p>

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5.1.3

Scoping Comments from Concerned Public

Comments	Responses
Project cost exceeds project benefits	The proposed project cost is approximately \$3 million dollars. The cost is high due to the location of the project area and accessibility into the area. The benefits will include: better access for emergency personnel, improved recreational opportunities for Los Angeles residents.
Unstable and highly active geological area	The project area will continue to degrade and further erode resulting in the facility and becoming unsafe for any human activities if the road is not repaired as part of this project. By upgrading the drainage facilities the roadway will fulfill the long-term objective of improving the overall operation and safety for emergency crews and recreational users. The existing roadway in its current condition is inconsistent with Caltrans's goal of providing and improving mobility across California. Other projects in the area may further deal with the unstable and active geological area.
San Gabriel Wilderness contains sensitive biological resources	San Gabriel Wilderness and Sheep Mountain areas are adjacent to the project site and will have no significant impacts as a result of project implementation. Since the project will only impact drainages and the surface roadway, BMP's will ensure that any minimal debris from construction activities will not impact these sensitive biological resources.
Increase public use would destroy the natural resources present	The project site currently is being utilized by the public to hike, bike, and other recreational activities that do not require entry into the area with a vehicle. Increase use of the closed section of the highway would not significantly impact the natural resources in the area. Instead, the proposed project would benefit the public by providing a stable and safe area; and in general introducing more recreational opportunities for the public. The public may now enjoy the area by recreating on a safe and repaired highway. The increased usage of the road would not create a significant impact since the road may be closed without notice at any time due to winter closures or other related safety concerns.
Environmental Impact Report is necessary to evaluate all significant impacts on the San Gabriel Wilderness and Sheep Mountain Wilderness areas.	<p>EIR/EIS is not required at this time since the proposed project will not have significant impacts on the environment. All impacts the proposed project may cause will be temporary and mitigated. (See 4.2 Summary of Measures to Minimize Harm).</p> <p>CEQA and NEPA guidelines indicate that an EIR/EIS is not required at this time since the impacts will not have a potentially significant impact on the environment.</p> <p>Caltrans and USFS have identified the appropriate level of environmental documentation for this project. Appropriate level of environmental documentation would be an Initial Study/Environmental Assessment, and with mitigation the result would most likely result in a Negative Declaration/Finding of No Significant Impact since all impacts have been mitigated to a level less than significant.</p>

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5.2 Consultation and Coordination with Resource Agencies

The following is in chronological order of consultation and coordination with resource agencies:

DATE	Personnel Present	Consultation/Coordination
March 20, 2001	<p>California Department of Fish and Game Personnel Present: Maurice Cardinas, Fisheries Biologist Scott Harris, Fisheries Biologist Trudy Ingram, Environmental Specialist Mary Myer, Plant Ecologist.</p> <p>Caltrans Personnel Present: Gino di Fabio, Project Engineer Arianne Glagola, Associate Environmental Planner Ruben Guieb, Associate District Biologist Bill Larson, Maintenance Supervisor Luz Torres, Environmental Planner Chris Haas, United States Geological Survey Biologist (conducting wildlife corridor studies) Dr. Jonathan Baskin, consultant to perform studies at Bear Creek and the riparian corridor at Snow Spring</p>	A site visit to discuss the nature of proposed activities. In addition, attendees gained an understanding of the project area and biological resources in the area. Caltrans presented mitigation measures with a proposal for a wildlife corridor study. Attendees came into agreement that a complete biological assessment is necessary in order to evaluate possible impacts by the proposed project.
February 25, 2001	<p>United States Fish and Wildlife Service Personnel Present: John Stephenson, Fish and Wildlife Biologist Jill Terp, Fish and Wildlife Biologist</p> <p>Caltrans Personnel Present: Arianne Glagola, Associate Environmental Planner</p>	A meeting between Caltrans and USFWS to discuss potential threatened and endangered species present in the adjacent areas. Early consultation and recommendations for possible mitigation measures were discussed.
February 5, 2001	<p>United States Army Corps of Engineers (USACOE) Personnel Present: Aaron Allen, Branch Project Manager</p> <p>Caltrans Personnel Present: Gino di Fabio, Project Engineer Arianne Glagola, Associate Environmental Planner</p>	The discussion included the permits necessary to obtain from the USACOE. It was concluded that no permits were required from USACOE since the threshold for permits was not met.
January 30, 2001	<p>Angeles National Forest Personnel Present: Bill Brown, Angeles National Forest Lead Biologist</p> <p>Caltrans Personnel Present: Arianne Glagola, Associate Environmental Planner</p>	A meeting between Caltrans and ANF was held to discuss the proposed project work. Discussion topics included: complete analysis of the area must be presented in a Biological Assessment/Biological Evaluation and a permit must be obtained from the USFS before any construction begins.

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6.0 LIST OF PREPARES

<u>Name</u>	<u>Title</u>	<u>Function</u>
Luz A. Torres	Environmental Planner	Document Preparer
Ronald Kosinski	Deputy District Director	Division Director
John K. Lee	Project Manager	Division of Project Development
Paul D. Caron	Chief, Mountain Area Projects/Biological Services	Natural Environmental Study Report
Gary Iverson	Chief, Central Area Projects/Cultural Resources Services	Historic Property Survey Report Historic Resource Evaluation Report
Andrea Morrison	Associate Environmental Planner	Historic Property Survey Report
George Ghebranious	Senior Transportation Engineer	Hazardous Waste Report
Khan Hossain	Transportation Engineer	Project Study Report
Gino Di Fabio	Senior Transportation Engineer	Project Study Report/Design Plans
Torry Tongnaka	Transportation Engineer	Project Study Report/Design Plans

7.0 ACRONYMS AND ABBREVIATIONS

ACC	accidents
ACC/MVM	accidents per million vehicle miles
ACHP	Advisory Council on Historic Preservation
ACOE	Army Corps of Engineers
ADT	average daily traffic
ANF	Angeles National Forest
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
ARB	Air Resource Board
ASR	Archaeological Survey Report
BMP	Best Management Practices
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAAAAs	Clean Air Act Amendments of 1990
CalEPPC	California
Caltrans	California Department of Transportation
CCAA	California Clean Air Act
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CIP	Capital Improvements Program
CMP	Congestion Management Program
CNDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CRHR	California Register of Historic Resources
CSC	California species of special concern
CWA	Clean Water Act
DPR	Draft Project Report
DTSC	California Department of Toxic Substances Control
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FE	federally endangered
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FSC	federal species of concern
FT	federally threatened

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FTA	Federal Transportation Authority
FTIP	Federal Transportation Improvement Program
HASR	Historic Architectural Survey Report
HOV	High Occupancy Vehicle
HPSR	Historic Property Survey Report
HRER	Historic Resource Evaluation Report
IC	Interchange
IS	Initial Study
ISA	Initial Site Assessment
IS/EA	Initial Study/Environmental Assessment
KP	kilopost
km/hr	kilometers per hour
LACDPW	Los Angeles County Department of Public Works
LACTMA	Los Angeles County Metropolitan Transportation Authority
LARTS	Los Angeles Regional Transportation Study
LARWQCB	Los Angeles Regional Water Quality Control Board
LOS	Level of Service
m	Meters
mfl	mixed flow lanes
MOU	Memorandum of Understanding
mph	miles per hour
MPO	Metropolitan Planning Organization
MTA	Metropolitan Transportation Authority
MVM	million vehicle miles
NAAQS	National Ambient Air Quality Standards
NB	northbound
NESR	Natural Environmental Study Report
ND	Negative Declaration
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NO ₂	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O ₃	ozone
PM	post mile marker
PM ₁₀	particulate matter 10 microns or less in diameter
PRC	Public Resources Code
PSR	Project Study Report
RCR	Route Concept Report
RCRA	Resource Conservation and Recovery Act

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RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	southbound
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SE	State Endangered
SEA	Significant Ecological Area
SHELL	Subsystem of Highways for the Movement of Extra Legal Permit Loads
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO ₂	sulfur dioxide
SR	State Route
SSC	state species of concern
ST	state threatened
STA	station
STIP	State Transportation Improvement Program
STR	Super Truck Route
SWPPP	Storm Water Pollution Prevention Plan
TASAS	Traffic Accident Surveillance and Analysis System
TEA	Transportation Efficiency Act
TIP	Transportation Improvement Plan
TMP	Traffic Management Plan
U.S.C.	U.S. Code
U.S. EPA	United States Environmental Protection Agency
USACOE	United States Army Corp of Engineers
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
VMT	vehicle miles traveled
vph	vehicles per hour
VQA	Visual Quality Analysis

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